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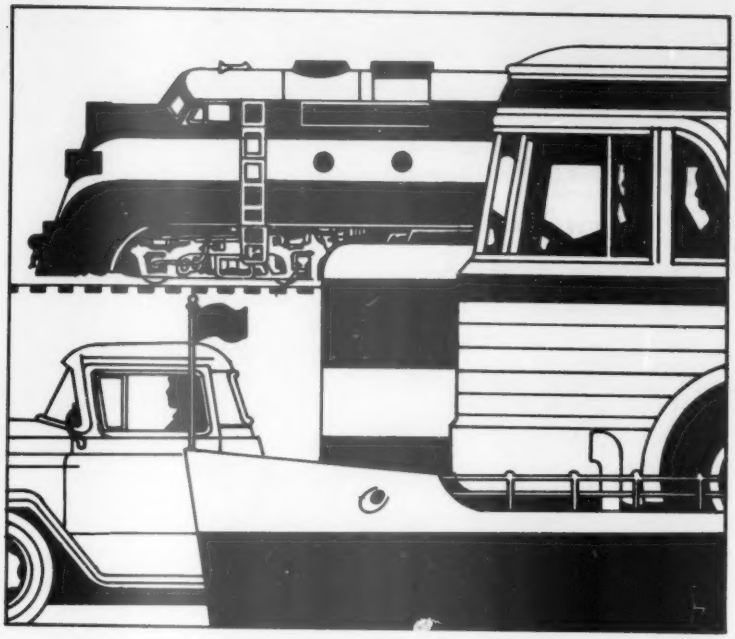
Transport Economics



Bureau of Economics - Interstate Commerce Commission

TRANSPORT ECONOMICS

Office of Policy and Analysis

INTERSTATE COMMERCE COMMISSION

Vol. VI No. 1 - 1979

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Note: This release, issued as information, has not been adopted by the Interstate Commerce Commission.

1. Average revenue per passenger mile, class I railroads, intercity class I motor carriers, and scheduled domestic airlines, selected years:

The following table presents comparative passenger revenue data for surface and air carriers. The data for railroads include National Railroad Passenger Corporation (Amtrak) beginning May 1971. For the three modes of transportation, the 1977 averages exceed the 1976 figures, except for parlor and sleeping cars.

The average revenue per passenger for each mode and type of service is translated into relatives based on 1967=100. Railroad coach shows the greatest relative increase between 1967 and 1977, while the least gain is shown by railroad commutation. From 1973 to 1977, on a year-to-year basis, intercity class I motor carriers and first class scheduled domestic airlines experienced substantial gains.

Comparative average revenue per passenger mile, by mode and type of service, selected years, all class I railroads = 100

	1965	1968	1974	1975	1976	1977
All class I rail....	100.0	100.0	100.0	100.0	100.0	100.0
Rail commutation..	103.8	103.3	84.3	83.1	84.4	84.8
Parlor and sleeping car....	121.7	114.8	120.7	117.1	128.3	104.2
Rail coach.....	94.0	95.9	121.8	114.5	111.1	113.2
Intercity class I motor carriers....	90.6	94.1	84.5	87.1	91.9	87.6
Scheduled domestic airlines:						
All air.....	190.6	166.0	144.1	139.8	146.0	145.7
Coach.....	173.6	151.2	133.0	128.2	134.0	134.0
First class.....	230.5	216.9	189.5	192.4	205.7	206.6

Note: See footnotes to following table.

Average revenue per passenger mile, class I railroads, intercity class I motor carriers, and scheduled domestic airlines, 1967-1977

Cents per passenger mile

Year	Class I railroads					Intercity class I motor carriers[5]	Scheduled domestic airlines[1]		
	Commutation	Parlor car and sleeping car[2]	Coach[3]	Average of other than commutation	Average of all[4]		Coach	First class	Average of all[4]
1967	3.36	3.75	3.02	3.13	3.19	2.98	5.13	7.24	5.64
1968	3.49	3.88	3 24	3.33	3.38	3.18	5.11	7.33	5.61
1969	3.55	4.07	3.56	3.63	3.60	3.39	5.27	7.78	5.79
1970	3.75	4.26	3.98	4.02	3.90	3.60	5.45	8.30	6.00
1971	3.90	4.67	4.64	4.64	4.27	3.83	5.83	8.59	6.33
1972	4.19	4.47	5.43	5.31	4.76	3.98	5.88	8.70	6.40
1973	4.25	-	5.56	5.19	4.76	4.05	6.11	8.93	6.63
1974	4.40	6.30	5.80	5.85	5.22	4.42	6.94	9.89	7.52
1975	4.57	6.44	6.30	6.31	5.50	4.85	7.05	10.56	7.69
1976	4.72	7.17	6.21	6.30	5.59	5.14	7.49	11.50	8.16
1977	5.01	6.16	6.69	6.64	5.91	5.18	7.92	12.21	8.61
Percent change, 1977 to 1976									
	6.14	d 14.09	7.73	5.40	5.72	0.78	5.74	6.17	5.51
Index (1967=100)									
1967	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1968	103.9	103.5	107.3	106.4	106.0	106.7	99.6	101.2	99.5
1969	105.7	108.5	117.9	116.0	112.9	113.8	102.7	107.4	102.7
1970	111.6	113.6	131.8	128.4	122.3	120.8	106.2	114.6	106.4
1971	116.1	124.5	153.6	148.2	133.9	128.5	113.6	118.6	112.2
1972	124.7	119.2	179.8	169.6	149.2	133.6	114.6	120.2	113.5
1973	126.5	-	184.1	165.8	149.2	135.9	119.1	123.3	117.6
1974	131.0	168.0	192.1	186.9	163.6	148.3	135.3	136.6	133.3
1975	136.0	171.7	208.6	201.6	172.4	162.8	137.4	145.9	136.3
1976	140.5	191.2	205.6	201.3	175.2	172.5	146.0	158.8	144.7
1977	149.1	164.3	221.5	212.1	185.3	173.8	154.4	168.6	152.7

d Decrease.

[1]Scheduled domestic airlines include domestic trunk lines, local, helicopter, intra-Alaska and intra-Hawaii service.

[2]Revenue figures cover rail passage tickets only, excluding space charges for parlor and sleeping cars.

[3]Coach revenue other than commutation.

[4]Includes charges on extra fare planes and trains, and excursion, air coach, and other reduced fares.

[5]Charges on extra fare buses are included but local operation of bus lines and their charter services are omitted.

Source: Bureau of Accounts, ICC bus data, and Civil Aeronautics Board.

2. Water carriers--revenue, traffic, and average haul, 1977-1976:

Total waterline freight revenue of 70 class A and B carriers of inland coastal waterways dropped to $673.3 million in 1977, a decrease of 1.4 percent from the $682.8 million reported in 1976. Carriers operating on the Mississippi River System accounted for 75.4 percent of the tonnage and 81.1 percent of revenue ton miles. The Atlantic & Gulf Coast had the highest percentage increases in freight revenue, ton miles and average haul, but showed a slight decrease in tonnage carried. The Intercoastal carriers suffered the largest deficits in freight revenue, ton miles, and average haul. In 1977 total tonnage and ton miles dropped 3.2 and 7.6 percent, respectively. During 1977, passenger revenue increased 44.3 percent and revenue passengers carried increased 9.6 percent.

Operating statistics, class A and B water carriers, 1977 and 1976*

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Thousands

	1977	1976	Percent change	1977	1976	Percent change
	Freight revenue			Tons of revenue freight carried		
Atlantic and Gulf Coast	$ 51,022	$ 47,446	7.5	3,260	3,284	d 0.7
Great Lakes	42,606	47,682	d 10.6	15,515	18,125	d 14.4
Mississippi River and tributaries	381,905	366,315	4.3	120,142	123,380	d 2.6
Pacific Coast	46,663	44,308	5.3	16,590	16,032	3.5
Intercoastal	151,058	177,046	d 14.7	3,798	3,830	d 0.8
Total	$673,254	$682,797	d 1.4	159,305	164,651	d 3.2
	Freight revenue ton miles			Average haul (miles)		
Atlantic and Gulf Coast	1,662,296	1,549,043	7.3	510	472	8.1
Great Lakes	6,087,628	8,243,121	d 26.1	392	455	d 13.8
Mississippi River and tributaries	69,496,041	72,192,061	d 3.7	578	585	d 1.2
Pacific Coast	2,178,574	2,145,944	1.5	131	134	d 2.2
Intercoastal	6,307,209	8,693,708	d 27.5	1,661	2,270	d 26.8
Total	85,731,748	92,823,877	d 7.6	538	564	d 4.6
	Passenger revenue			Passengers carried		
Atlantic and Gulf Coast	$ 8,022	$ 6,870	16.7	1,909	1,811	5.4
Great Lakes	1,532	1,097	39.7	890	712	25.1
Mississippi River and tributaries	12,463	6,830	82.5	895	846	5.7
Pacific Coast	1,365	1,276	6.9	9	9	3.5
Intercoastal	31	147	d 78.8	1	1	-
Total	$23,413	$16,220	44.3	3,703	3,379	9.6

d Decrease.

*Class A carriers are those having annual operating revenues of more than $500,000; class B carriers are those having annual operating revenues exceeding $100,000 but not more than $500,000.

[1]The Intercoastal group reported 35 passengers carried during the year 1977 compared with 180 during the same period of 1976.

3. Length of passenger journey by various modes, years 1967-1977:

The average length of passenger journeys for rail, intercity motor bus, and domestic air transportation are shown in the following table. From 1967 through 1972, average journeys by rail coach (excluding commutation) steadily declined by almost 45 percent to set a record low, then fluctuated upward with 1977 producing a 22.4-percent increase over the depressed level of 1972. The average journey by parlor and sleeping cars lengthened to a record 661.6 miles in 1974, then fell off to 607.6 miles in 1977.

The average passenger journey in intercity bus service peaked in 1977 to 125.2 miles per passenger, probably due to lowered fares designed to encourage long distance travel.

The average passenger journey by scheduled domestic air carriers has been lengthening during the period shown. The average air journey in 1977 remained at 704 miles per passenger and increased 19.7 percent over its average flight in 1967.

Average passenger journey, class I railroads, class I intercity motor carriers, and scheduled domestic air carriers, 1967-1977

Miles per passenger

Year	Class I railroads		Class I scheduled intercity motor carriers[1]	Scheduled domestic air carriers[2]
	Coach (excluding commutation)	Parlor and sleeping car		
1967	98.4	480.5	93.7	588
1968	84.4	472.1	91.6	600
1969	77.0	491.0	104.8	648
1970	70.9	515.7	105.7	678
1971[3]	55.1	483.2	109.3	681
1972[3]	55.0	475.4	106.6	685
1973[3]	66.1	561.1	116.9	689
1974[3]	68.4	661.6	116.1	684
1975[3]	65.0	651.2	114.0	698
1976[3]	70.1	640.0	112.0	704
1977[3]	67.3	607.6	125.2	704

[1]After 1950, a class I motor carrier of passengers was one which had gross operating revenue (interstate and intrastate) of $200,000 or more annually; effective January 1, 1969, the class I minimum was changed to $1,000,000.

[2]Includes all 50 States effective 1969. Data for 1966-1969 have been adjusted to conform to changes in the C.A.B. reporting system effected in 1970.

[3]Includes Amtrak.

Sources: ICC Statements No. Q-250, Q-220 and 100; *Transport Statistics in the United States;* Civil Aeronautics Board, *Handbook of Airline Statistics.*

4. Estimated intercity ton miles, public and private, by mode of transportation, 1977 and 1976:

Preliminary data as of February 1978 indicate that 2,301.3 billion intercity ton miles were transported in 1977--a 4.7 percent rise above the 1976 volume. Increases were recorded for all modes of transportation, except for inland waterways which showed a decrease of 1.2 percent. However, on a percentage basis, motor vehicles and oil pipelines experienced slight increases while inland waterways and railroads experienced slight decreases in their portion of total ton miles produced by all modes, 1977 compared to 1976.

Estimated intercity ton miles, public and private, by mode of transportation, 1977 and 1976

Millions

Mode	1977p	1976p	Percent change	Percent of total 1977	Percent of total 1976
Railroads and electric railways[1]	832,000	799,876	4.0	36.15	36.39
Motor vehicles[2]	555,000	510,000	8.8	24.12	23.20
Inland waterways[3]	368,300	372,865	d 1.2	16.00	16.97
Oil pipelines[4]	546,000	515,100	6.0	23.73	23.44
Total	2,301,300	2,197,841	4.7	100.00	100.00

p Preliminary.

[1]Excludes express and mail, Interstate Commerce Commission.
[2]Bureau of Domestic Commerce, Department of Commerce and I.C.C.
[3]Ton miles in domestic waters, including Great Lakes. Reported by the Corps of Engineers, Department of the Army.
[4]Estimated from reports to the Interstate Commerce Commission and Department of Energy.

5. Federally regulated and total intercity ton miles, 1976:

Ton miles of carriers regulated and not regulated by the Federal Government and total intercity ton miles for 1976 are shown by mode of transportation in the accompanying table. Intercity ton miles were 5.7 percent above the 1975 total of 2,286.3 billion. The regulated portion of total intercity traffic dropped from 62.5 percent in 1975 to 62.2 percent in 1976. The share of motor and oil pipeline traffic under regulation remained the same between 1975 and 1976, while water share increased slightly over the previous year.

*Federally regulated and total intercity ton miles, by mode of transportation, 1976**

Billions

	Federally regulated		Not federally regulated		Total	
	Ton miles	Percent	Ton miles	Percent	Ton miles	Percent
Rail	799.9	100.0	0.0	0.0	799.9	100.0
Motor	225.0	44.1	285.0	55.9	510.0	100.0
Water[1]	44.3	7.5	547.6	92.5	591.9	100.0
Oil pipeline	434.5	84.4	80.6	15.6	515.1	100.0
Total	1,503.7	62.2	913.2	37.8	2,416.9	100.0

*Data are preliminary.

[1]Federally regulated ton miles comprise only regulated traffic carried by regulated water carriers. All exempt traffic is excluded. The total water carrier data include deep-sea coastwise and intercoastal service. Data supplied by the Corps of Engineers, Department of the Army.

Source: Except as noted, carrier reports to the Interstate Commerce Commission.

6. Car miles of road operated in rail freight and passenger service, selected years, 1967-1977:

The statistics on road mileage, traffic volume, and density of the freight and passenger operations of class I railroads are shown in the accompanying table. Between 1967 and 1977, a decrease of 3.1 percent occurred in freight car miles while freight revenue ton miles increased 14.8 percent. The general trend of increasing freight traffic moving over somewhat fewer road miles is pointed up by the 23.4-percent increase in density as measured by ton miles per mile of road.

Passenger service car miles decreased by 61.4 percent during the same period, in response to declining patronage combined with reduction or elimination of passenger service by many class I railroads. Beginning May 1, 1971, the rail passenger service was taken over by the National Railroad Passenger Corporation (Amtrak). The 32.3 percent, fewer revenue passenger miles, 1977 compared to 1967, were traveled on passenger road mileage which was shortened by 53.0 percent, resulting in a 44.2-percent increase in passenger service density.

Miles of road operated, freight and passenger car miles, revenue freight ton miles, and passenger miles, class I line-haul railroads, 1967-1977

Year	Miles of road		Car miles		Revenue ton miles	Revenue passenger miles	Ton miles per mile of road in freight service	Passenger miles per mile of road in passenger service
	Freight service	Passenger service	Freight service	Passenger service				
			Millions	*Thousands*	*Billions*	*Millions*	*Thousands*	*Thousands*
1967	211,835	67,827	29,659	729,686	719.4	15,201	3,396	224
1968	211,181	59,259	30,086	581,099	744.5	13,120	3,525	221
1969	210,986	56,484	30,344	488,697	767.9	12,169	3,640	215
1970	209,401	49,533	29,928	414,099	762.5	10,770	3,642	217
1971[1]	209,293	40,032	29,181	290,245	739.4	8,901	3,533	222
1972[1]	208,012	29,398	30,305	256,184	777.9	8,560	3,740	291
1973[1]	205,175	28,286	31,266	271,387	851.6	9,298	4,151	329
1974[1]	206,597	30,599	30,728	291,976	853.9	10,333	4,133	338
1975[1]	205,731	31,678	27,641	280,067	754.7	9,765	3,668	308
1976[1]	200,361	33,104	28,514	288,393	785.3	10,585	3,919	320
1977[1]	197,151	31,903	28,749	281,562	825.9	10,295	4,189	323

[1]Includes Amtrak.

Source: Bureau of Accounts, Statements 210, 220 and 100.

7. Operating revenues of regulated transportation, 1977 and 1976:

In 1977, total operating revenues for carriers regulated by the Interstate Commerce Commission showed an increase of 13.8 percent--a record high. New revenue records were set for all modes of transportation, except for waterlines which showed a 10.7-percent decline between 1977 and 1976.

Operating revenues of ICC regulated carriers, 1977 and 1976

Mode	Operating revenues 1977p	1976p	Percent change	Percent of total 1977p	1976p
	Millions				
Railroads[1]	21,200.0	19,629.5	8.0	36.12	38.05
Electric railways	13.9	12.8	8.6	0.02	0.02
Waterlines[2]	924.4	1,034.8	d 10.7	1.58	2.01
Oil pipelines	2,228.7	2,137.1	4.3	3.80	4.14
Motor carriers of passengers	1,410.0	1,387.0	1.7	2.40	2.69
Motor carriers of property	31,000.0	26,000.0	19.2	52.82	50.41
Freight forwarders[3]	1,910.7	1,383.6	38.1	3.26	2.68
Total	58,687.7	51,584.8	13.8	100.00	100.00

d Decrease.
p Preliminary.

[1]Consists of line-haul, switching and terminal, Alaskan, and Hawaiian railroads.
[2]Domestic traffic only.
[3]Transportation purchased of $1,315.7 million in 1977 and $970.3 million in 1976 is included in the above operating revenues of various modes of transport.

Source: Reports to the Interstate Commerce Commission.

8. Railroad employment, service hours, and compensation, 1977 and 1976:

The employment data shown in the following table are computed from monthly reports of class I railroads. Total employment increased 1.0 percent in 1977 over 1976 and the total wage bill rose 8.6 percent due to wage increases. The average paid work year decreased by 11 hours in 1977, and the average compensation rate per hour for employment exclusive of officials and staff rose by 7.7 percent.

Employees, service hours, and compensation, class I railroads,[1] 1977 and 1976

	1977	1976
Number of employees:		
At middle of month	501,390*	496,491*
Percent change from previous period	1.0	0.4
Received pay during month	534,048*	527,549*
Service hours:		
Straight time actually worked	923,103,076	918,462,993
Straight time paid for	988,041,803	985,703,524
Overtime	65,718,925	60,582,262
Other allowances[2]	154,338,543	152,923,731
Total	1,208,099,271	1,199,209,517
Percent change from previous period	0.7	1.3
Total hours paid for per employee receiving pay	2,262	2,273
Percent overtime v. straight time	6.7	6.1
Compensation:		
Straight time	$7,392,027,954	$6,844,851,400
Overtime	700,458,207	600,944,459
Other allowances	1,131,284,581	1,047,735,942
Total	9,223,770,742	8,493,531,801
Percent change from previous period	8.6	12.3
Percent overtime v. straight time	9.5	8.8
Average straight time rate per hour:		
All employees	$ 7.48	$ 6.94
All employees except officials and staff	7.27	6.75

*Average number during period.

[1]Class I railroads are those with annual operating revenue of $10,000,000 or more.
[2]Vacations, holidays, and constructive and other allowances.

Source: Bureau of Accounts, Statement A-300.

9. The price index for railroads:

The accompanying table and chart revise and update the Railroad Freight Price Index developed by the Bureau of Labor Statistics. The index measures monthly changes in the average price of transporting all freight by rail. The overall railroad price index for December 1978 was 231.0 compared to 216.3 for the previous month.

The 6.8-percent increase in the total railroad freight price index for December reflects the rate increases authorized by the Commission in Ex Parte No. 357 effective December 15, 1978. The railroad freight price index shows an 11.4-percent change from 1 year ago, which was accounted for by the effective rate increases realized by the railroads from general inerease levels authorized in Ex Parte No. 349, 349 (Sub-No. 1) and Ex Parte No. 357.

All selected commodity groups posted increases during the 1-year period ranging from 9.9 percent for chemical and allied products to 13.9 percent for metallic ore. Nonmetallic metals and clay, concrete, glass and stone products showed annual increases of 12.9 and 12.0 percent respectively. Percent changes in the other indexes showed 11.9 percent for food products, 11.8 percent for transportation equipment, and 11.6 percent for primary metal products. The rates on the remaining 3 commodity groups increased 11.0 percent on coal, 10.9 percent on pulp, paper or allied products, and 10.8 percent on wood or lumber products.

Price indexes for total railroad freight and wholesale price index, all commodities (1969=100)

Total railroad freight

Yr.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
1969	99.5	99.5	99.5	99.5	99.5	99.5	99.6	99.6	99.6	99.6	99.6	105.2
1970	105.2	105.2	105.2	105.2	105.3	110.0	110.1	110.1	110.2	110.2	110.2	119.1
1971	119.2	119.3	119.3	123.4	123.4	123.7	123.7	123.5	123.6	123.5	123.4	123.2
1972	123.3	126.0	126.0	126.1	126.2	126.2	126.2	126.1	126.1	126.0	127.4	127.4
1973	127.4	127.4	127.4	127.4	127.4	127.4	127.6	127.7	131.1	133.6	133.8	133.8
1974	134.8	137.5	143.2	144.0	144.3	144.8	157.5	157.8	158.0	158.0	158.0	158.3
1975	158.3	158.3	158.3	158.3	165.8	165.9	175.2	175.6	175.7	180.2	180.8	180.9
1976	181.0	181.2	181.2	185.4	187.1	187.4	187.4	187.5	187.6	191.1	191.1	191.6
1977	198.0	198.0	198.2	198.3	198.2	198.2	198.4	198.4	198.5	198.5	198.6	207.8
1978	207.6	207.6	207.7	207.8	207.9	208.2	215.2	215.7	215.8	215.8	216.3	231.0

Wholesale price index

Yr.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
1969	97.9	98.4	99.0	99.1	99.8	100.3	100.5	100.4	100.6	100.8	101.5	102.0
1970	102.6	103.0	103.2	103.3	103.3	103.7	104.1	103.7	104.2	104.1	104.1	104.2
1971	105.0	105.9	106.1	106.4	106.9	107.3	107.6	107.9	107.5	107.4	107.5	108.4
1972	109.2	110.1	110.2	110.3	111.0	111.5	112.4	112.6	112.9	112.7	113.3	115.4
1973	116.9	119.2	121.9	122.5	125.1	127.7	126.1	133.4	131.2	130.2	130.7	133.1
1974	137.7	140.4	142.2	143.4	145.5	146.2	151.8	157.2	157.0	159.8	161.4	161.0
1975	161.3	160.8	160.0	161.6	162.5	163.1	165.0	165.9	166.9	168.0	167.3	167.8
1976	168.4	168.4	168.6	170.2	170.7	171.9	173.1	172.5	173.4	173.9	174.3	175.7
1977	176.5	178.4	180.2	182.4	183.3	182.5	183.0	182.7	183.4	184.3	185.0	186.1
1978	187.7	189.9	191.4	193.8	195.2	196.6	197.7	197.6	199.3	201.9	202.5	204.1

Note: The index is designed to measure changes in the prices of shipping goods by rail in the U.S. The representative prices and sample used for the index reflect the railroads' prices for shipping a fixed set of commodities under specified and unchanging conditions. The index is not intended to measure changes in railroad revenue or in shipper costs that result from changes in services or mode.

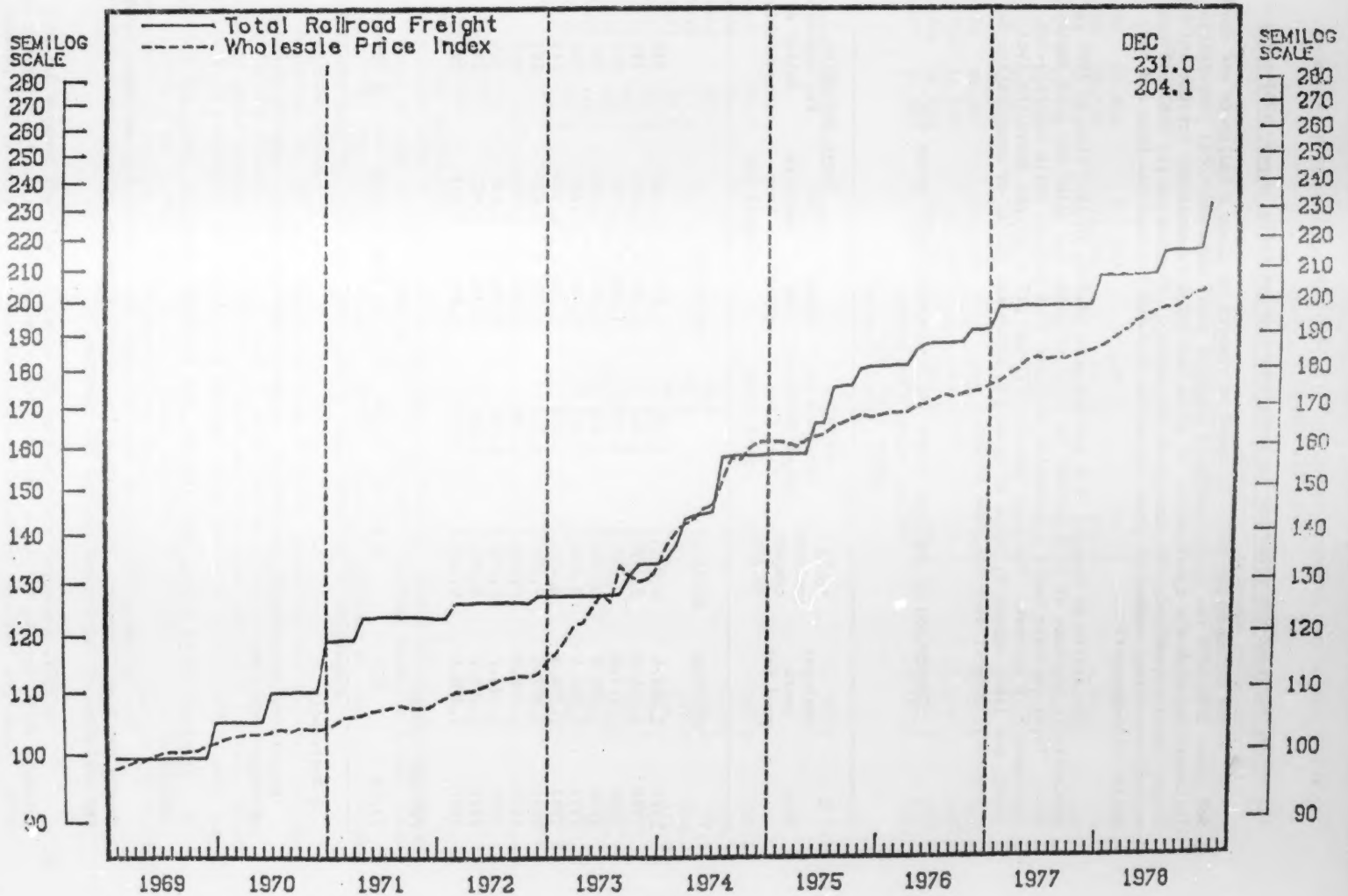
Source: U.S. Department of Labor, Bureau of Labor Statistics.

Price index for all railroad freight and selected commodities, and wholesale price index (unadjusted) 1974-1978 by quarters (base 1969=100)

Commodity Code	01	10	11	14	20	24	26	28	32	33	37		
Commodity	Farm products	Metallic ores	Coal	Nonmetallic minerals	Food products	Wood or lumber products	Pulp, paper or allied products	Chemical or allied products	Clay, concrete, glass or stone products	Primary metal products	Transportation equipment	Total railroad freight	Wholesale price
1974 - 1st qtr.	133.4	142.5	142.0	139.5	137.8	137.2	133.3	136.7	141.1	141.7	141.3	138.5	140.0
2nd qtr.	139.5	148.8	148.2	145.2	143.7	142.7	138.8	142.7	146.7	147.9	147.5	144.4	145.0
3rd qtr.	154.5	164.2	163.5	157.9	156.9	154.4	150.8	156.0	161.6	161.7	162.6	157.8	155.3
4th qtr.	153.9	164.4	165.3	159.5	157.2	155.2	151.2	156.4	162.8	161.7	162.6	158.1	160.7
1975 - 1st qtr.	153.9	165.2	164.8	161.0	157.1	155.7	152.1	156.7	163.3	161.7	162.6	158.3	160.7
2nd qtr.	157.9	173.2	171.7	166.7	163.1	156.0	158.2	163.0	169.6	168.4	162.9	163.3	162.4
3rd qtr.	171.5	185.7	184.1	178.6	174.7	169.0	168.9	174.6	180.4	181.7	182.0	175.5	165.9
4th qtr.	176.6	189.5	189.5	183.2	179.2	173.6	171.6	179.4	184.8	187.3	186.5	180.6	167.7
1976 - 1st qtr.	177.9	189.3	190.0	184.8	179.4	174.2	171.9	179.7	185.0	187.6	186.6	181.1	168.5
2nd qtr.	181.9	198.4	202.1	192.9	185.2	176.9	176.5	183.3	193.2	190.6	188.8	186.6	170.9
3rd qtr.	183.5	201.4	203.1	192.7	186.3	177.9	176.9	183.6	193.8	190.8	188.9	187.5	173.0
4th qtr.	187.5	202.0	203.2	196.4	189.4	182.6	179.0	188.7	196.8	197.4	196.5	191.3	174.6
1977 - 1st qtr.	190.1	209.9	209.5	203.3	194.7	190.2	186.1	196.2	204.7	205.8	203.7	198.1	178.4
2nd qtr.	190.4	210.2	209.9	204.5	194.2	191.2	186.4	196.3	205.0	203.9	203.7	198.2	182.7
3rd qtr.	190.6	210.5	211.9	205.5	194.5	191.3	185.6	196.4	205.0	203.6	203.7	198.4	183.0
4th qtr.	194.0	214.0	215.3	208.8	197.8	194.2	188.2	199.5	210.9	207.0	206.2	201.6	185.1
1978 - 1st qtr.	200.4	220.9	222.4	215.0	204.1	200.3	192.3	204.5	217.5	213.5	211.9	207.6	189.7
2nd qtr.	200.3	221.3	222.5	216.2	205.1	200.7	192.5	204.3	218.2	213.6	212.0	208.0	195.2
3rd qtr.	207.1	229.9	231.1	222.8	212.9	208.4	199.2	210.5	225.8	220.4	220.6	215.6	198.2
4th qtr.	211.9	237.2	236.8	230.9	218.0	213.3	204.4	215.9	231.9	226.3	225.7	221.0	202.8

Source: BLS Price Index for Railroad Freight.

Price Indexes for Total Railroad Freight and WPI All Commodities
(1969=100)



U. S. Dept. of Labor, Bureau of Labor Statistics

10. Gross railroad ton miles per employee hour and per dollar wages, 1967-1977:

The accompanying table is based on reports of class I railroads and shows for years 1967-1977 the total number of employee hours paid and total compensation in comparison with the total number of gross ton miles reported for freight and passenger service combined. It also shows the average compensation per employee hour as well as average number of gross ton miles produced per employee hour and per dollar of compensation.

The railroads handled 11.9 percent more traffic in 1977 than in 1967 for a productivity increase of 35.8 percent in terms of gross ton miles per paid employee hour. Total employee hours compensated declined 17.6 percent while compensation increased 87.0 percent. The wage rate in 1977 was 127.0 percent above the 1967 level, but labor output in terms of gross ton miles per dollar of compensation declined 40.1 percent over the same period.

Comparison of employee hours and compensation with gross ton miles, class I railroads, years 1967-1977

Year	Employee hours paid for	Total employee compensation	Average compensation per hour (all time paid for)	Gross ton miles[1]	Gross ton miles	
					Per employee hour paid for	Per employee dollar of compensation
	Millions	*Millions*		*Billions*		
1967	1,466.4	4,933.7	3.364	1,638.9	1,118	332
1968	1,441.8	5,110.6	3.545	1,661.9	1,153	325
1969	1,413.8	5,362.8	3.793	1,698.0	1,201	317
1970	1,378.7	5,556.7	4.030	1,703.5	1,236	307
1971	1,304.4	5,895.1	4.519	1,652.5	1,267	280
1972	1,278.3	6,434.7	5.034	1,756.6	1,374	273
1973	1,287.5	7,134.0	5.541	1,875.8	1,457	263
1974	1,298.2	7,576.2	5.836	1,872.3	1,442	247
1975	1,183.7	7,562.8	6.389	1,693.7	1,431	224
1976	1,199.2	8,493.5	7.083	1,783.5	1,487	210
1977	1,208.1	9,223.8	7,635	1,833.5	1,518	199
Percent change:						
77/76	0.7	8.6	7.8	2.8	2.1	d 5.2

d Decrease.

[1]Represents gross ton miles of cars, contents, and cabooses in both freight and passenger services.

11. Passenger route miles, rail and air, and passenger revenues, rail, air and bus, 1967-1977:

The following table shows route mileages and revenues for passenger service during the last 11 years. The revenues for intercity bus are understated somewhat by the exclusion of charter and special bus revenues.

In 1977, passenger route mileage for class I railroads dropped 0.1 of 1 percent, while revenue including and excluding commutation increased 2.9 percent over 1976. Passenger revenues for domestic scheduled air carriers were up 13.8 percent.

Passenger route miles, rail and air,[1] passenger revenues, rail, air, and bus,[2] years 1967-1977

Year	Passenger route mileage operated		Passenger revenues (millions)			
			Class I railroads[3]			
	Class I railroads	Domestic scheduled air operations[4]	Including commutation	Excluding commutation	Domestic scheduled air operations[4]	Class I bus[5]
1967	67,902	112,983	$485.4	$341.4	$4,260.0	$498.8
1968	58,130	116,567	444.3	291.0	4,912.7	503.1
1969	54,608	145,438	438.7	276.8	5,943.4	496.7
1970	49,533	161,995	420.4	248.1	6,246.4	524.6
1971	40,032	171,654	380.1	204.4	6,729.2	553.7
1972	29,398	164,877	407.3	230.0	7,564.8	552.0
1973	28,286	167,283	442.9	262.4	8,379.4	576.3
1974	30,599	159,959	539.1	339.5	9,757.5	661.9
1975r	31,576	163,363	537.5	331.4	10,123.5	651.0
1976r	31,928	166,379	591.8	368.3	11,855.3	658.2
1977	31,902	N/A	608.9	378.9	13,487.6	650.1
			Percent change, 1977 to 1976			
	d 0.1	-	2.9	2.9	13.8	d 1.2
			Index (1967=100)			
1967	100.0	100.0	100.0	100.0	100.0	100.0
1968	85.6	103.2	91.5	85.2	115.3	100.9
1969	80.4	128.7	90.4	81.1	139.5	99.6
1970	72.9	143.4	86.6	72.7	146.6	105.2
1971	59.0	151.9	78.3	59.9	158.1	111.0
1972	43.3	145.9	83.9	67.4	177.6	110.7
1973	41.7	148.1	91.2	76.9	196.7	115.5
1974	45.1	141.6	111.1	99.4	229.0	132.7
1975	46.5	144.6	110.7	97.1	237.6	130.5
1976	47.0	147.3	121.9	107.9	278.3	132.0
1977	47.0	N/A	125.4	111.0	316.6	130.3

r Revised.
d Decrease.
N/A Not Applicable.

[1]Includes miles of road used in passenger service by class I railroads, Amtrak, and air route mileage of the scheduled domestic airlines (includes domestic trunk, local, helicopter, and intra-Alaska and intra-Hawaii service).

[2]Includes regular route intercity schedule passenger revenues of class I railroads, scheduled domestic airlines, and class I motor carriers of passengers.

[3]Includes Amtrak.

[4]Beginning in 1969 this figure reflects 50 State operations and includes new route awards to Hawaii. Civil Aeronautics Board, Statistical Reports Section.

[5]Effective January 1, 1969, a class I motor carrier of passengers is one having average gross revenue of $1,000,000 or more annually; from 1960-1968 a class I motor carrier of passengers was one having average gross revenues of $200,000 or over annually.

Source: Class I railroads, class I motor carriers of passengers data from ICC *Transport Statistics in the United States;* domestic airlines data from *FAA Statistical Handbook of Aviation.*

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